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TAILORING DEPARTMENT.

WE are now showing in the above Department, a Large and Varied Assortment of

HIGH CLASS MATERIALS.

for GENTLEMEN'S SUMMER WEAR, comprising—

Fine Undyed ANGOLA TWEEDS, Fancy Striped Washing CASHMERE, Striped and Check FLANNELS,

Twill CASHMERE COATINGS (a specialty), TENNIS FLANNELS, in all Colors.

White and Navy Blue SERGES and CRICKETING FLANNELS.

So. So. So.

HONGKONG TRADING COMPANY, LIMITED.

LATE T. HALL & HOLTZ & CO., LTD., Hongkong, 10th May, 1890.

BY APPOINTMENT.

A. S. WATSON & COMPANY, LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER MANUFACTORY is replete with the best Machinery, embodying all the latest improvements in the trade.

The greatest attention has been paid to appliances for ensuring purity in the Water supply, to secure which we have added a Condenser capable of supplying us with 300,000 gallons of distilled water, day and night, and in a position to compete in quality with the best English Makers. Our Sweet Waters cannot be surpassed anywhere.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOTTLES "SODAS" are supplied, free of extra charge, to those of our Customers who prefer to have them to the ordinary size.

CO. & S. P. O. R. D. E. R. S. whenever practicable, are despatched by first steamer leaving after receipt of order.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

PURE AERATED WATER, SODA WATER, LEMONADE,

POTASH WATER, SELTZER WATER, LITHIA WATER,

SARSAPARILLA WATER, TONIC WATER, GINGER ALE,

BINGERADE. No Credit given for Bottles that look dirty, or gross, or that appear to have been used for any other purpose than that of containing Aerated Water, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED, Hongkong, China, and Manila. [2-19]

NOTICE TO CORRESPONDENTS. Only communications relating to the news columns should be addressed to "The Editor." Correspondents are requested to forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one of the papers of the Daily Press, and should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Telegraphic Address Press. Telephone No. 15.

At 22, Bona Road, Shanghai, on the 8th May, 1890, EDWARD ARTHUR BRAND (Lower Yangtze) died, aged 55 years.

The Daily Press.

HONGKONG, MAY 14th, 1890.

We believe the Light Company intend, we have to carry their wires overhead. If we had a Municipal Council the community would have had some opportunity of expressing its views as to whether this should be allowed or whether the wires should not be carried underground. The Municipal Council of the Foreign Consulate at Kobe have expressed their opinion very decidedly on this point so far as the Settlement is concerned. A native Company has been recently formed for the electric lighting of Kobe, and the directors naturally desired to get the consent of the Foreign residents. The Municipal Council, however, absolutely refused to allow the new light to be introduced into the settlement unless the wires were laid underground. The Company held out for a time but has at length given in. As the *Hypo News* says:—"It was only a matter of waiting, and the electric light was bound to come to Kobe, and to come in the way the residents wished. There is too rich a field for this illuminant in the Foreign Consulate of Kobe for the Electric Light Company to longer stand out." In less fortunate Hongkong the residents are helpless in the matter and must look on calmly while the wires are carried along the streets on poles or over the roofs of houses. The objections taken at Kobe to overhead wires are thus stated by our contemporary:—"In the light of the fearful experiences which have occurred in America, and in New York in particular, it would have been in the highest degree censurable had the Council permitted for a moment the erection of overhead wires. If we were to have electric wires in the Consulate, and there was no reason why we should not, let them at any rate be laid according to the dictates of recent experience and common prudence. All overhead wires of whatever description are bad. The way leaves, when erected on the tops of houses, are not only a danger to those houses in a high wind, but they are, we believe, a positive source of injury to them. Even in a moderate breeze the strain upon the poles is enormous, and in the gales and full-fledged typhoons we are always liable to have the damage wrought would be appalling, and the Consulate would be fortunate indeed if it escaped without loss of life."

Some years ago the Acting Superintendent of Police, who is now Captain Colonial Secretary, drew attention in his annual report

to the multiplication of telegraph and telephone wires as a probable source of danger in typhoons. The swishing about of these wires in their supports were blown away would undoubtedly be highly inconvenient, and might possibly cause damage to property and even personal injury and loss of life. The danger is of course many times greater when the wire is carrying a heavy current of electricity, as in the case of electric lighting wires. The danger is not supposition, but has been proved by numerous serious and fatal accidents, especially in New York, when wires have fallen, either in consequence of wind or from other causes. Even when the wires are placed in subways they are not free from danger; indeed, according to Mr. Emerson, wires so placed may be even more dangerous than aerial wires. The *Scientific American* a few months ago said:—"The recent fires in Boston and Lynn, both traced more or less directly to electric light currents, raise a question which has grown more vital with time and the multiplying of wires, and is especially important now that we have entered upon an era of subway construction. It is: Are currents of high potential, whether above or below the ground, a menace to property? We learned long since by practical experience that aerial mains were not to be trusted, because the falling or drooping of even a telegraph wire upon them will effect that cross-circuiting which has proved so disastrous; charge, say, an innocent gas-pipe with a 2,000 volt current, and, perhaps, make a water pipe carry fire as well as water. As to the buried wires, we have, it seems, still less to hope for. Mr. Emerson, in a recent interview, says of them:—"The placing of electric wires in subways, instead of lessening the dangers to life and property, will increase them. They are likely to be grounded through unobtainable breaks in insulation. This is followed by making, perhaps, a lamp-post dangerous to life, charging the iron frame of a store awning, a gas pipe, or a telephone wire. Thus, it would appear, there is not as yet any known mode of safely distributing high-tension currents in populous centres. Such evidently is the view taken by the authorities of Lynn, who, after an inquiry into the causes leading to the recent disastrous fire, prayed the Common Council to forbid the introduction of electric light-wires into the streets and buildings of that city's business centre." It has now come to be recognised that when wires are laid underground separate subways or conduits must be constructed for them, separating them entirely from all possible contact with water or gas pipes. When this is done the dangers referred to by Mr. Emerson in the extract given above will be avoided.

For this Colony the underground system certainly seems the best. It is so long since we had a typhoon that we have come to think "lightly of the danger to be apprehended from those storms, and buildings are being run up constructed apparently with the idea that we are never to have another visitation of the kind. Even in only a moderate high-wind, however, overhead wires become a source of danger. But it is not only in the event of their being blown down that aerial wires carrying a strong current of electricity are dangerous. The telegraph informed us the other day of the case of a man being killed by accidentally coming in contact with a wire on the roof of a house. In Hongkong, where the roofs are so largely used for drying clothes and other household purposes, the risk of such accidents must be much larger than in an English town, and the natives have less intelligence to avoid them. The configuration of the town also, with the houses rising in tiers one above another, is calculated to bring the wires within closer reach at particular points than would be the case in a town built on a plain. The concession allowing the Company to carry their wires overhead, we believe, signed some months ago, and it will presumably be acted upon. It is unfortunate, however, that the question was not ventilated before the decision was arrived at and an opportunity given for public discussion. Naturally the Company in its own interests will do its best to guard against accidents, for, as in the case recently reported from home, they would be liable to damages in case of any fatality being caused by their wires. But a very serious responsibility also rests on the Government to see that conditions of safety are duly observed, and for this purpose it is to be hoped they have made arrangements for obtaining thoroughly competent and independent advice on whatever technical points are likely to arise. Although it is to the interest of companies catering for the public to take precautions against accidents, the experience of railways has shown what fearful risks they are sometimes willing to incur and how necessary for the public safety it is that there should be strict supervision.

H.M.S. *Serra* left yesterday afternoon for Japan.

The O. & C. steamer *Oceanic* will sail at Kobe on the 7th inst.

The Portuguese gunboat *Rio Lima* went into lock yesterday at Kowloon.

Telegrams have been received at Shanghai announcing the opening of the tea market in Hankow.

We hear that the contract for the building of the Victoria College was \$38,000. The actual cost is something over \$29,000.

The N. C. Daily News learns that the Kiangling tea market opened on the 13th inst. with a sale of 3,000 catty, the price ranging from \$1.37 to 4.23 per picul. There was no news of Singshows in the telegram.

The Chinese Times of the 3rd inst. says the river at Tientsin is, if anything, lower. The grain jumps, about 90 of which have arrived, cannot pass up. One or two have succeeded in getting to the Tientsin Reach, but have failed as yet to get further.

The Korean correspondent of the *Chinese Times* says there seems to be a great deal of discontent and critical conditions of Korean affairs. He is General Lee Gwanse who is to return and assume charge of the sailing ship of State and its incompetent crew.

The Board of Revenue are reported, says the *Chinese Times*, to have granted Chang-chi-tung, Viceroy of the Br-huang, an appropriation of two million taels for the development of Iron works in Hsiao-tung. This looks like business, and it is to be hoped the Government will not be so slow to get to work.

REUTERS' TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS"]

LONDON, 11th May.

THE SILVER BILL IN THE UNITED STATES.

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Mr. Bell, a director of the Palang Corporation, arrived at Singapore by the mail on the 5th inst., and the *Strait Times* says, will go on to Pahang in a day or two. The directors do not seem to have been in the least disturbed by the division of the line, and have not been in private affairs, or contemporary news, that some change in the management may possibly be made soon. Mr. Bell, it may be noted, was Singapore eighteen months ago, and is familiar with the workings at Quantan.

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H. M. S. *Mercury* arrived at Colombo on the 25th April, and is to leave on the 29th for Singapore. She calls at Trincomalee for the electric light machinery sent out for the *Kingfisher*, but for some reason, not taken by the vessel, she did not call at Trincomalee, and is now en route for Hongkong. Hitherto she has possessed search lights only, candles and oil lamps having had to be used in the mess rooms and cabins, as in other vessels. It is reported that the vessel is to be sent to the Admiralty for the purpose of testing the new search lights.

The N. C. Daily News says:—"We think it right to call attention to a fact which has recently been brought to our notice on very good authority. It is said that it is a very common practice amongst the Chinese merchants of Europe to purchase the factors' client lists, and then to use them to their own advantage. It is said that they have done so, and in point of fact they have often been sold, or more usually sent away to other places in China to be brought up by other agents for the purpose of sale. A genuine client list, with the names of all the customers, is a very valuable asset, and any merchant who is careless enough to allow such a list to be sold, is liable to the loss of his business. The statement which is certainly true, may make some of those who are careless enough to believe all that they are told.

The *Strait Times* of the 6th inst. says:—"The body of the steamer *Serra* was found floating in the sea, and the *Mercury* says that the vessel was sent down to Shanghai by Viceroy Li to negotiate with the foreign shipping companies for a uniform charge for freights and passengers, and to try and put a stop to the ruinous competition with each other which is now going on. But should the war on the coast, we understand, it is to be war to the knife.

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